Amendments to the Claims:

Claims 2 to 10 are amended as set forth hereinafter.

Listing of Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Original) A method for controlling the drive unit of a vehicle, the method comprising the steps of:

presetting a desired value for an output quantity of said drive unit;

causing an actual value of said output quantity to track said desired value in dependence upon the operating state of said drive unit via a slow actuating path or a rapid actuating path;

when there is a transition from said slow actuating path to said rapid actuating path, setting said desired value first equal to said actual value starting from a wanted value; and,

thereafter, again returning said desired value to said wanted value with its change limited.

2. (Currently Amended) The method of claim 1, comprising the further step of limiting the change of said desired value with a filter.

3. (Currently Amended) The method of claim 1, wherein said filter is a lowpass filter.

4. (Currently Amended) The method of claim 2, comprising the further step of selecting a time constant of said filter in

dependence upon an operating point of said drive unit.

5. (Currently Amended) The method of claim 1, comprising the further step of limiting the change of said desired value via a ramp function.

6. (Currently Amended) The method of claim 1, comprising the further step of detecting a transition from said slow actuating path to said rapid actuating path when one of the following conditions is satisfied: a switchover from a homogeneous operation into a stratified operation; a clutch is actuated; an idle state is set; or, a minimal permissible charge is reached.

7. (Currently Amended) The method of claim 1, comprising the further step of selecting a torque as said output quantity.

8. (Currently Amended) The method of claim 1, comprising the further step of selecting a charging path as said slower actuating path.

9. (Currently Amended) The method of claim 1, comprising the further step of selecting a crankshaft angle synchronous path or a fuel path as said rapid actuating path.

10. (Currently Amended) The method of claim 9, wherein said crankshaft angle synchronous path is an ignition angle path.

11. (Original) An arrangement for controlling the drive unit of a vehicle, the arrangement comprising:

means for presetting a desired value for an output quantity of said drive unit;

means for causing an actual value of said output quantity to track said desired value in dependence upon the operating state of said drive unit via a slow actuating path or a rapid actuating path;

means for setting said desired value first equal to said actual value starting from a wanted value when there is a transition from said slow actuating path to said rapid actuating path; and,

means for thereafter again returning said desired value to said wanted value with its change limited.